

**Figure 5-6: MLK Jr. Dr.
2002 Traffic Accidents/
Collisions**

● 2002 Accidents

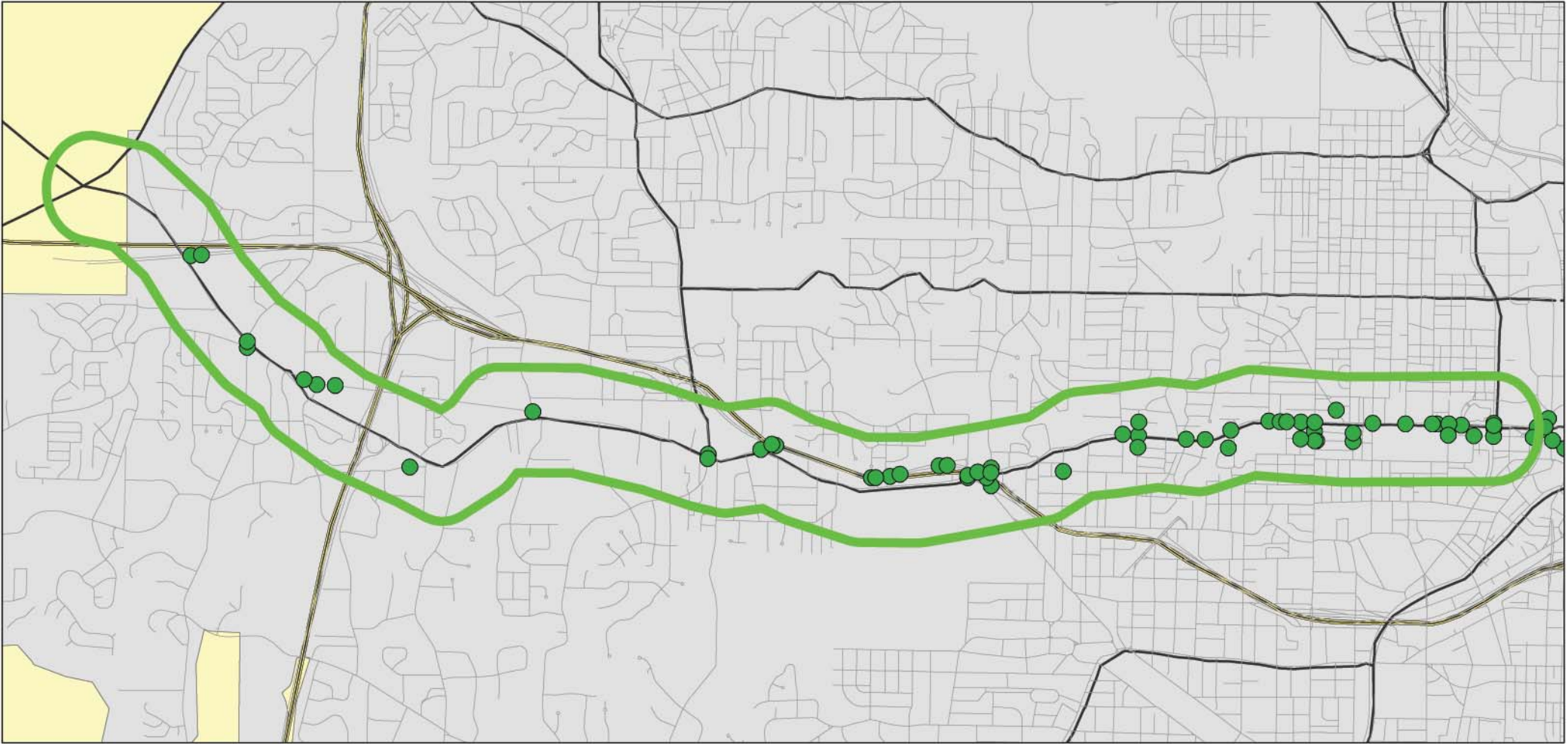
0 1.4 Miles



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**Figure 5-7: MLK Jr. Dr.
2003 Traffic Accidents/
Collisions**

● 2003 Accidents

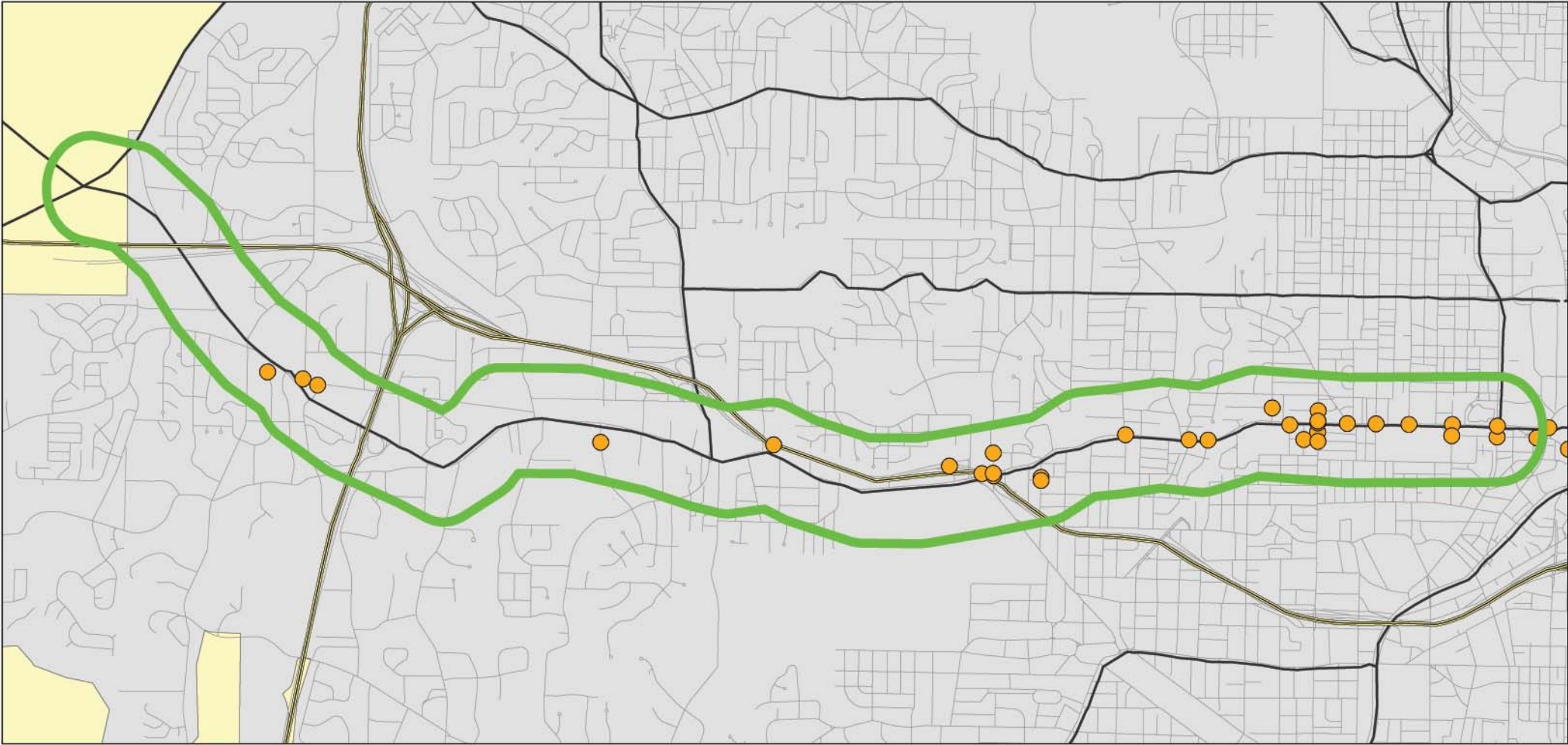
0 1.4 Miles



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**Figure 5-8: MLK Jr. Dr.
2004 Traffic Accidents/
Collisions**

● 2004 Accidents

0 1 Miles



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Congestion Management System (CMS)

ARC monitors and identifies congested locations with the Congestion Management System (CMS) for the metro Atlanta region. The CMS is a systematic process for managing congestion with the principal goal to alleviate or prevent existing and future congestion. The Atlanta CMS provides procedures designed to monitor the transportation system's performance, identify causes of congestion; identify improvement strategies, evaluate alternatives; implement cost-effective strategies; and determine the effectiveness of those strategies.

The CMS relies on the ARC's Regional Travel Demand Model (TDM) output as the basis for assessing transportation system performance. The ARC uses the transportation-modeling platform TP+. The ARC's CMS lists MLK Jr. Drive corridor as a major arterial and as one of the Top-73 most congested facilities in the 2030 No-Build Scenario (see Figure 5-9).

Figure 5-9: Top 73 Congested Facilities (2030 No-Build)

Rank	Facility	From	To
55	US 41/Cobb Parkway	Greens Chapel Road (Kennesaw)	I-285 West
56	US 41/Cobb Parkway (inside I-285)	I-285 West	14 th Street
57	MLK Jr. Drive	I-285 West	Downtown Connector
58	Fulton Industrial Boulevard	Marietta Boulevard	SR 6/Camp Creek Parkway
59	Piedmont Road	Monroe Drive	MLK Jr. Drive

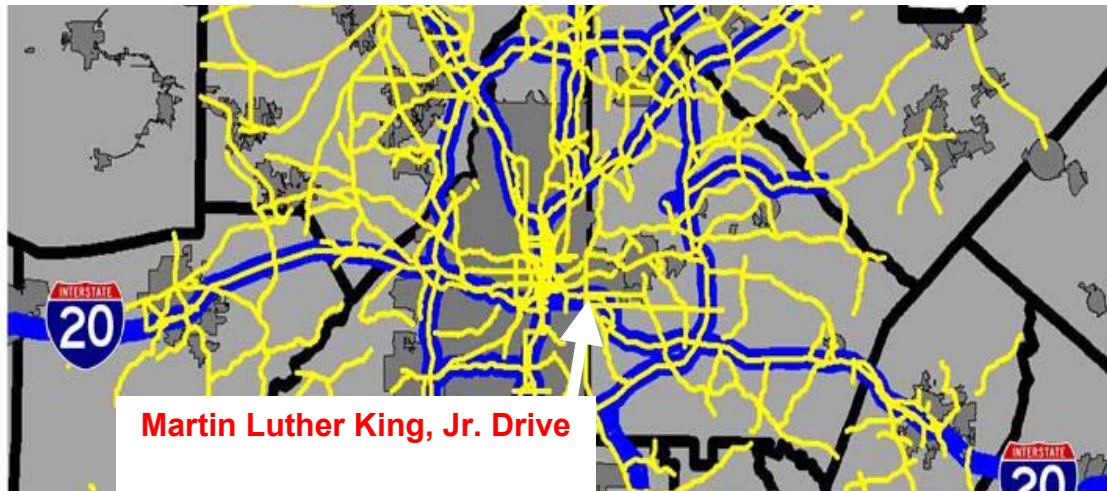
ARC defines congestion in many ways, but one way compares the estimated traffic volume to the roadway capacity. ARC developed the Congestion Monitoring Network (CMN) to CMN identify roadway facilities in the region that currently experience or are forecasted for 2030 to experience considerable levels of congestion. ARC identifies the regionally significant facilities in order to develop plans for mitigation. This list takes into consideration the forecasted 2030 population and assumes that no new transportation projects are implemented (worst case/no-build scenario). As in Figure 5-9 above, the MLK Jr. Drive corridor is included in these facilities and shown in Figure 5-10 and ARC CMN map below (Figure 5-11). Figure 5-10 lists the problems and causes of the congestion expected on MLK Jr. Drive. The yellow lines on the map represent congested facilities where the demand is approaching or surpassing the design capacity and include MLK Jr. Drive.

Figure 5-10: CMS defined Congested Roadways for Atlanta

Congested Facility	From	To	Problems/Causes
MLK Jr. Dr.	I-285 West	I-75/ I-85	Too Many Driveways, Poor Intersection Geometrics, Heavy Peak Period Volumes



Figure 5-11: ARC 2004 Congestion Monitoring Network



Existing Transportation Infrastructure

The GDOT-maintained portion of the corridor designated as State Route 139 (from Fulton Industrial Boulevard to Interstate 20/West Lake Station) adequately meets GDOT standards, although it does need signal upgrades and crosswalk improvements. It also lacks streetscape enhancements (signs, street trees, lighting, etc.) and landscaping. In contrast, the remainder of the corridor (from West Lake Avenue to Northside Drive) maintained by the City of Atlanta does not have standard sidewalks and crosswalks. This segment needs better safety measures for both pedestrians and transit riders. Some intersections warrant need traffic signal upgrades.

While the segment has sidewalks, they are not on both sides throughout this section and are often substandard and inadequate. The city-maintained section includes streetscape elements as it passes through the Atlanta University Center area, but lacks these elements to the west. The corridor's sidewalks need improvements and streetscape enhancements, particularly in areas near MARTA stations, schools and other community facilities. Sidewalks maintained by the City east of Ralph David Abernathy Boulevard are in worse condition overall than the GDOT-maintained sidewalks along the western portion of the corridor. The maps in the appendix illustrate both the existing transportation infrastructure along with a sidewalk inventory map.

Transit Service

The following section will document the collection and analysis of data related to public transportation facilities and services in the MLK Jr. Drive Corridor. The primary public transit provider in the MLK Jr. Drive Corridor is MARTA. In addition to MARTA, Cobb Community Transit (CCT) operates limited service to/from the H.E. Holmes station and the Georgia Regional Transportation Authority (GRTA) operates its **Xpress** bus system from Douglas County to downtown Atlanta along Interstate 20 West. The following sections of this report present an overview of the MARTA bus and rail system, a more in-depth look at MARTA's rail and bus facilities and services in the MLK Jr. Drive Corridor, and a brief review of other transit plans that may affect the corridor.

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Rapid Rail System

The MLK Jr. Drive Corridor features five rapid rail stations on MARTA's 10.6-mile West Line: Dome/GWCC/CNN Center, Vine City, Ashby, West Lake, and Hamilton E. Holmes. MARTA's Proctor Creek Line also branches (to Bankhead) from the West Line at the Ashby station. Rail service is provided from 5 a.m. to 1 a.m. on weekdays and from 5 a.m. to 12 a.m. on Saturdays, Sundays and holidays. Figure 5-12 maps MARTA's rail system.

Figure 5-12: MARTA Rail Map



Service frequencies on the West Line (from Hamilton E. Holmes to Indian Creek) are 10 minutes during weekday peak and midday periods and 15 minutes during weekday evenings and weekends. Service frequencies on the Proctor Creek Line are also 10 minutes on weekdays and 15 minutes during evenings and weekends. Combined service frequencies between Ashby station and Five Points are 5 minutes on weekdays and 7.5 minutes during evenings and on weekends.

Following is a summary of the characteristics for the West Line stations.

W5 Hamilton E. Holmes Station

- Travel time to Five Points station: 9 minutes
- Parking Spaces: 1,426
- Bus Routes: 3 Auburn Ave. / M.L. King Jr. Dr. , 53 Grove Park, 56 Adamsville, 57 Collier Heights, 59 Maynard Court, 60 Hightower / Moores Mill, 61 Bowen Homes, 66 Lynhurst / Greenbriar, 73 Fulton Industrial, 160 Boulder Park, 165 Southwest Community Hospital, 170 Brownlee / Ben Hill, 201 Six Flags Over Georgia, 273 Fulton Industrial Express, CCT 30 Marietta / Holmes, and CCT 70 Cumberland Transfer Center.
- Nearby Destinations: Greenbriar Mall, Six Flags Over Georgia



- Neighborhoods: Westhaven, Harland Terrace, Florida Heights

W4 West Lake Station

- Travel time to Five Points station: 6 minutes
- Parking Spaces: 338
- Bus Routes: 3 Auburn Ave./M.L. King Jr. Dr., 13 Fair St./North Ave., 51 Simpson / Atlanta Univ., 58 Bolton, 64 Beecher, 67 Westview, 69 Dixie Hills
- Nearby Destinations: Westview Cemetery
- Neighborhoods: West lake, Mozley Park

W3 Ashby Station

- Travel time to Five Points station: 3 minutes
- Parking Spaces: 161
- Bus Routes: 3 Auburn Ave. / M.L. King Jr. Dr., 52 Knight Park / Kennedy Center, 53 Grove Park, 68 Donnelly, 98 West End / Arts Center, Proctor Creek Line
- Nearby Destinations: Paschals Hotel and Restaurant, Bronner Brothers
- Neighborhoods: Hunter Hills, Washington Park, Magnolia Park, Ashview Heights

W2 Vine City Station

- Travel time to Five Points station: 2 minutes
- Parking Spaces: 29
- Bus Routes: 51 Simpson / Atlanta Univ.
- Nearby Destinations: Morris Brown College, Clark University, Spellman College, Morehouse College
- Neighborhoods: Vine City

W1 Dome/GWCC/Philips Arena/CNN Center Station

- Travel time to Five Points station: 1 minute
- Parking Spaces: 0
- Bus Routes: None
- Nearby Destinations: CNN Center, Centennial Park, Georgia Dome, Georgia World Congress Center, Philips Arena

Figure 5-13 shows passenger boardings on West Line stations for fiscal year 2004 for an average weekday, Saturday and Sunday. The West Line has an average of 17,000 boardings on weekdays, 15,200 on Saturdays, and 10,000 on Sundays. The Holmes station is the highest volume station on the West Line, with more 8,200 weekday boardings. On Saturdays and Sundays, the Dome/GWCC station also carries a large number of passengers for special events.